

Decision No. 22856

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of )  
PACIFIC MOTOR TRANSPORT COMPANY, )  
a corporation, for authority to )  
extend its motor truck operations )  
between Los Angeles and Los Angeles )  
Harbor to include Compton, Vernon, )  
Huntington Park, Maywood and Bell. )

Application No. 17892.

**ORIGINAL**

C. W. Cornell for Applicant.  
Rex W. Boston for Young-Johnson Truck Company,  
Protestant.  
E. J. Bischoff for Rice Transportation Company and  
for Donovan Transportation Company, Protestants.  
John M. Atkinson and Wallace K. Downey, by Wallace  
K. Downey, for Motor Freight Terminal Company,  
Interested Party.

BY THE COMMISSION:

O P I N I O N

Pacific Motor Transport Company, a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation of an automobile truck line serving the intermediate communities of Compton, Vernon, Huntington Park, Maywood and Bell, in connection with an authorized truck service now owned and operated by applicant between Los Angeles and Los Angeles Harbor.

A public hearing on this application was conducted by Examiner Handford at Los Angeles, the matter was duly submitted and is now ready for decision.

The purpose of this application is to enable the shippers of Vernon, Compton, Huntington Park, Maywood and Bell to receive the same service now furnished to the industrial section of the City of Los Angeles, there being many industrial and manufacturing plants located in the communities above mentioned which plants are, in effect, all a part of the industrial

territory adjacent to Los Angeles. All these plants have shipments moving to and from Los Angeles Harbor and to and from Los Angeles City and desire the use of applicant's present automobile truck line between Los Angeles and Los Angeles Harbor for the handling of their freight shipments as well as the express service now conducted by applicant over its lines and to other points in the state. The present operative rights do not provide for any intermediate service between Los Angeles and Los Angeles Harbor and it is the intention of the applicant to meet the demands of the shippers and receivers of freight and include service to such intermediate points with the through service now given.

By stipulation at the hearing it was agreed that the applicant sought no right for the furnishing of truck service between the points of Compton, Vernon, Huntington Park, Maywood and Bell on the one hand, and the City of Los Angeles proper, nor freight service between the so-called Central Manufacturing District, Inc., a privately owned district comprising some 300 acres, and Los Angeles and also the Los Angeles Harbor. These stipulations refer only to the transportation of freight by the trucks of the applicant and do not refer to the express service of the applicant which is operated and which furnishes pick-up and delivery service to not only certain zoned areas in the City of Los Angeles, but also to other points reached by or in connection with applicant's existing lines.

Nine witnesses were called by applicant in support of its petition. These witnesses, representing shippers or receivers of freight in the communities proposed to be served, testified as to the value of the proposed service to their respective localities and as to their desire to have same available for their use.

The protests of existing lines were apparently satisfied by the stipulations entered and no evidence in protest of the granting of the application was offered.

After careful consideration of the record in this proceeding, we are of the opinion that the application should be granted, not as a new certificate but as an extension of presently existing operative rights between Los Angeles and Los Angeles Harbor, thereby permitting the serving of the intermediate points of Compton, Vernon, Huntington Park, Maywood and Bell, and the order herein will so provide.

O R D E R

A public hearing having been held on the above-entitled proceeding, the matter having been duly submitted and the Commission being now fully advised,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA  
HEREBY DECLARES that public convenience and necessity require the operation by Pacific Motor Transport Company, a corporation, of an auto truck service serving the communities of Compton, Vernon, Huntington Park, Maywood and Bell, not as a new and separate service but as a part of the service as now rendered by the applicant between Los Angeles and Los Angeles Harbor, said present service being through service only and no intermediate points being served, and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to Pacific Motor Transport Company, a corporation, for the operation of an automobile truck service for the carriage of freight in the communities of Vernon, Compton, Huntington Park, Maywood and

Bell, not as a new and separate certificate but as an addition to and to be consolidated with presently owned through rights of the applicant between Los Angeles and Los Angeles Harbor as heretofore granted by this Commission, and subject to the following conditions:

1. The operative rights to intermediate stations herein granted do not include the transportation of freight between such stations and the City of Los Angeles, nor between Los Angeles and the property of the Central Manufacturing District, Inc., an area of approximately 300 acres located near Vernon. The operative rights herein granted include the transportation by the express operations of said applicant between Compton, Vernon, Huntington Park, Maywood and Bell of express shipments destined to or from such points and **points in zones of the applicant in the city of Los Angeles** or when shipments originate or are destined to other points now served by applicant by the tariffs as now on file with this Commission.
2. Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof.
3. Applicant shall file in duplicate and make effective within a period of not to exceed thirty (30) days from the date hereof, and on not less than ten (10) days' notice to this Commission and the public, a tariff or tariffs constructed in accordance with the requirements of this Commission's General Orders and containing rates and rules which, in volume and effect, shall be identical with the rates and rules proposed in the application in so far as they conform to the certificate herein granted.
4. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days from the date hereof, on not less than five (5) days' notice to the Commission and to the public, time schedules according to form provided in General Order No. 83 covering the service herein authorized, in a form satisfactory to the Railroad Commission.
5. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

6. No vehicle may be operated by applicant herein unless such vehicle is owned by the applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 13<sup>th</sup> day of June, 1932.

C. S. Lewis  
Leon Whitney  
M. A. Lee  
W. B. Harris  
Fred G. Stewart  
Commissioners.